

HILL FIELD, TRANSPORT SQUADRON HANGAR
(HILL FIELD, BUILDING 270)
(HILL FIELD, FLIGHT TEST HANGAR)
(HILL FIELD, MAINTENANCE HANGAR)
5842 A Lane
Layton Vicinity
Davis County
Utah

HAER No. UT-85-U

HAER
UTAH
6-LAY-V,
2U-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

**Historic American Engineering Record
National Park Service
Department of the Interior
Denver, Colorado 80225-0287**

HISTORIC AMERICAN ENGINEERING RECORD

HILL FIELD, TRANSPORT SQUADRON HANGAR
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Location: 5842 A Lane, Hill Air Force Base, Layton Vicinity, Davis County, Utah

UTM: 12-418500-4551620

Date of Construction: 1943

Architect: Unknown

Builder: Unknown

Present Owner: Hill Air Force Base

Present Use: Hangar

Significance: Part of the primary mission of the Ogden Air Depot/Ogden Air Materiel Command (OOAMA) Hill Field/Air Force Base during and after World War II was to repair, maintain, and store aircraft. Building 270, the Transport Squadron Hangar, provided shelter for planes that were awaiting test flights. In addition, the building contributes to a deeper understanding of the early development of the U.S. Army Air Corps, a branch of the Army which eventually became the U.S. Air Force. Hill Field was one of only two air depots established in the United States during the tumultuous years immediately preceding World War II.

History: Building 270, the Transport Squadron Hangar, housed overflow aircraft from the Flight Test Section that occupied the Aircraft Operations Hangar (Building 1). When Building 1 was filled to capacity, recently completed and inspected aircraft were transferred to Building 270 from the Aircraft Repair Hangars (Building 225). The Flight Test Section received, serviced, and maintained these planes in a flyable condition until test flights were completed. In the beginning, overlapping day and swing shifts (6:00am - 2:30pm and 11:30am - 8:00pm) enabled planes to be prepared for test flight by 8:00am, and to be parked and secured after 4:00pm with only two shifts. After the Pearl Harbor Attack, however, technicians worked in three shifts to staff the Hangar at all times.

Flight preparation crews checked airplanes and approved them for takeoff. Systems checked included leaks/hydraulic equipment, tire inflation, fluid levels, and other regularly maintained items. The pilot conducted a "walkaround," checking all systems for potential problems. Any problems or discrepancies were noted on a "squawk sheet." The crew in Buildings 270 made minor adjustments and repairs, but if problems were more substantial, the plane was taken back to Building 225 for repair. The entire aircraft would be monitored again prior to takeoff. Often, a plane went through this procedure three or four times before it was allowed to depart.

General

Description: Building 270 is a large, rectangular industrial structure. It is very different from other aircraft hangars on Hill Air Force Base. Unlike the segmentally arched roofs of the others, this building has a modulating flat roof structure with a shallow pitch for drainage. The modulation can be clearly seen on the north and south sides. Like other base hangars, the doors of Building 270 are constructed of steel frame, but they contain only ten leaves rather than the more common twelve. A one-story lean-to addition (1944) that follows the entire south wall holds administration functions. There are several wooden sash, nine-pane windows located throughout the hangar. In 1954, three additions to the original building were completed, with the following dimensions: 14'-7" x 187'-2", 9'-4" x 10'-9" and 18' x 45'-6". The east and west door offsets were added during the same year.

The interior of the hangar consists of one massive, continuous open space. The interior space (approximately 266 feet across) is spanned by steel trusses, located 16'8" on center. The south end of the hangar holds offices, meeting rooms, rest rooms and break rooms. An attached storage area is located in the northeast corner but is only accessible from the exterior.

